CIAL SCIENCES

Volume Eight

URBAN LAND

NEWS AND TRENDS . . .

IN CITY DEVELOPMENT

PUBLISHED BY URBAN LAND INSTITUTE

Number Eight

September, 1949

PUBLIC LIBRARY
OCT 10 1949
DETROIT

ROCHESTER'S PARKING PROGRAM

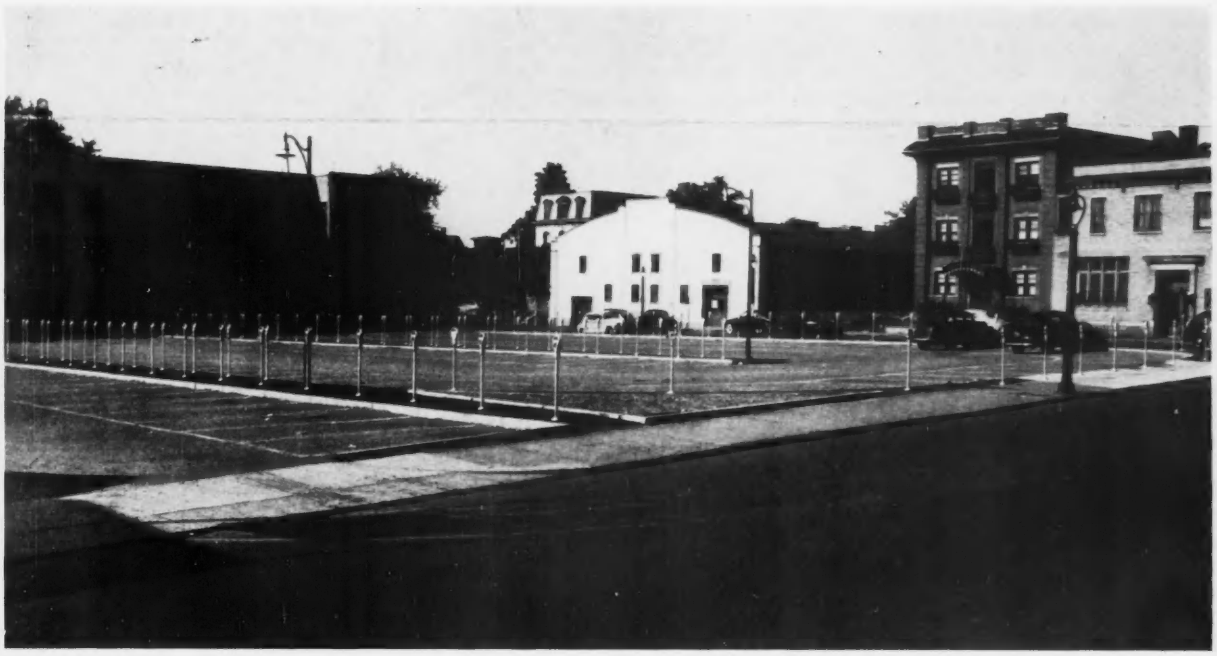

Figure 1. Parking Lot # 9 at Court and Chestnut Street. Note pedestrian access to lot from street.

An interesting attack on the parking problem is developing in Rochester, N. Y. where the city, through its engineering bureau headed by Kenneth Knapp, City Engineer, is developing municipally owned and operated lots on tax delinquent land. In surveying its parking problem, the city found a number of tax sale properties on its hands which were well situated for off-street parking purposes within a convenient distance of the central business district. Capitalizing on this potential asset, the city opened its first lot on May 6, 1947. Three more lots were put into operation during the same year, three in 1948, and two during 1949, making a total of nine lots providing over 500 parking spaces. (See Schedule on page four.)

The Court and Chestnut Lot No. 9, which is the latest and largest, was opened for use this summer.

LOCATION

Most of the lots now in operation lie in relatively close proximity to the central shopping district which extends along Main Street from Plymouth to Gibbs. Lot 8 is located near the shopping district at East and Winton, which is a major subcenter located about 2½ miles from the central city. Distances from the shopping area are as follows:

(*Continued on Page 3*)

If reproduced in whole or in part, credit must be given URBAN LAND.

Plan-itorial . . .

Industrial Dispersion

Gayle W. Arnold, Manager, Industrial Development, B. & O. Railroad, and formerly Assistant Director of Production, National Security Resources Board, in a recent address, brought additional perspective to the subject of security in industrial location with relation to the question of economics. The portions of Mr. Arnold's remarks, given below, have special significance in the future growth and pattern of our urban areas.

"Throughout history people have believed that the best way to protect themselves against a common enemy was to huddle together. Cave dwellers, in times of common danger, instinctively huddled into one cave to multiply their ability to defend themselves.

"That concept of strength through unity has persisted through all stages of the development of civilization. It dictated the construction of castles and fortresses. It has been carried over into our modern way of living, on the theory that the bigger the city the easier it is to defend.

"But that concept of concentrated protection was rudely shattered on the morning of August 6, 1945, when the first atomic bomb exploded over Hiroshima. As time goes on, we are becoming more and more aware that unity of purpose, rather than physical concentration, must be the watchword for the future protection of the human race.

"In the industrial field, we are rapidly learning that the thousands of things that make up the essential equipment of modern armies cannot be produced within one concentrated rampart.

"The current annual increase in the population of the 140 metropolitan districts is equivalent to 15 cities of 50,000 population each. The United States would be much better off if it were building 15 new dispersed cities every year, instead of adding their equivalent to the congestion that steadily makes our big centers less efficient as places of production, and more attractive as targets for attack.

"Of course, everybody knows that you cannot change the habits of centuries overnight. The machinery of industrial concentration, which has so long been gathering momentum, cannot be expected to grind suddenly to a halt and start moving in the opposite direction.

"Industry is concerning itself with the factor of obsolescence and, in the plans for expansion, seeks to achieve greater productive capacity by plants of modern, single-story type.

"This means acreage. Acreage not only for constructing, all on one level, what used to be a multi-story plant, thus increasing tenfold the space requirements for the plant itself, but of equal importance, ample acreage around the plant—for storage and weathering of certain components; for parking employees' automobiles; for testing grounds; for recreational facilities for plant employees; and for other requirements which, a few years ago, would have been considered unnecessary and uneconomical in any plant-planning activity.

"Today, industry wants 6 square feet of site for each square foot of plant; for example, a plant involving 25 acres under roof—and I am thinking of several actual plants—would require a site of about 150 acres.

"Industry is keenly aware of the added cost factor inherent in obsolete plants, and is looking to the broad acres—often farm land—to be had at farmland prices, yet within the economic area of the metropolitan center.

"Dispersion is economically feasible for industry, if based on the expansion and obsolescense of plant facility. Today, twelve to fourteen billions annually are spent for new plants and equipment. New sites can be selected which will satisfy security, as well as economic requirements. And dispersion is consistent with current efforts to employ space toward the end of providing better conditions in which to live and work.

"The job of dispersion is one that industry must assume."

URBAN LAND

Volume 8, No. 8 September, 1949

OFFICIAL PUBLICATION OF THE URBAN LAND INSTITUTE
1737 K St., N. W., Washington 6, D. C.
SEWARD H. MOTT, Editor
MAX S. WEHRLY, Assistant Editor

OFFICERS OF THE URBAN LAND INSTITUTE
RICHARD J. SELTZER, Phila., President
FOSTER WINTER, Detroit, Vice-President
L. D. MCKENDRY, Chicago, Treasurer
HERBERT U. NELSON, Chicago, Secretary
SEWARD H. MOTT, Director

PLAN ANALYSIS BY INSTITUTE COUNCIL

The Community Builders' Council of the Urban Land Institute will hold a full day meeting for the analysis of members' plans and development programs on Saturday, November 19, at the Stevens Hotel, Chicago.

This meeting for plan analysis is limited strictly to members of the Community Builders' Council and Sustaining Members of the Institute.

The panel of critics will be under the chairmanship of J. C. Nichols assisted by other nationally known developers.

Those who have subdivision, apartment or shopping center projects in the planning stage may have them analyzed through membership in the Community Builders' Council. Application should be made to the Institute offices in Washington, D. C. Membership dues are $100 per year.

ANNEXATION—1948

Two hundred and eighty-nine incorporated cities over 5000 have annexed some 145 square miles of fringe area in the past year, according to the City Managers' Association. Refusal to extend municipal services to unincorporated areas has been a major factor in spurring annexations. Among the larger cities which extended their boundaries were El Paso, Texas, 42% increase in area; Oklahoma City 9.5%; Milwaukee 7%; and Los Angeles, which now contains 453 square miles.

Name	Access	Location
1. South Avenue	Direct	2000′ to Main & St. Paul
2. Clinton Ave. North	"	1200′ to Main & Clinton
3. Temple & Chestnut	"	1500′ to Cortland & Main St.
4. Plymouth North	"	400′ to Main & Plymouth
5. Broadway	"	400′ to East Ave. 1000′ to East Ave. & Main
6. Court & Ajax	"	500′ to East Ave. 1100′ to East Ave. & Main
7. Front St.	"	700′ to Main & Front
8. University	"	300′ to East & Winton Shopping District
9. Court & Chestnut	"	1000′ to East & Chestnut 1600′ to East & Main

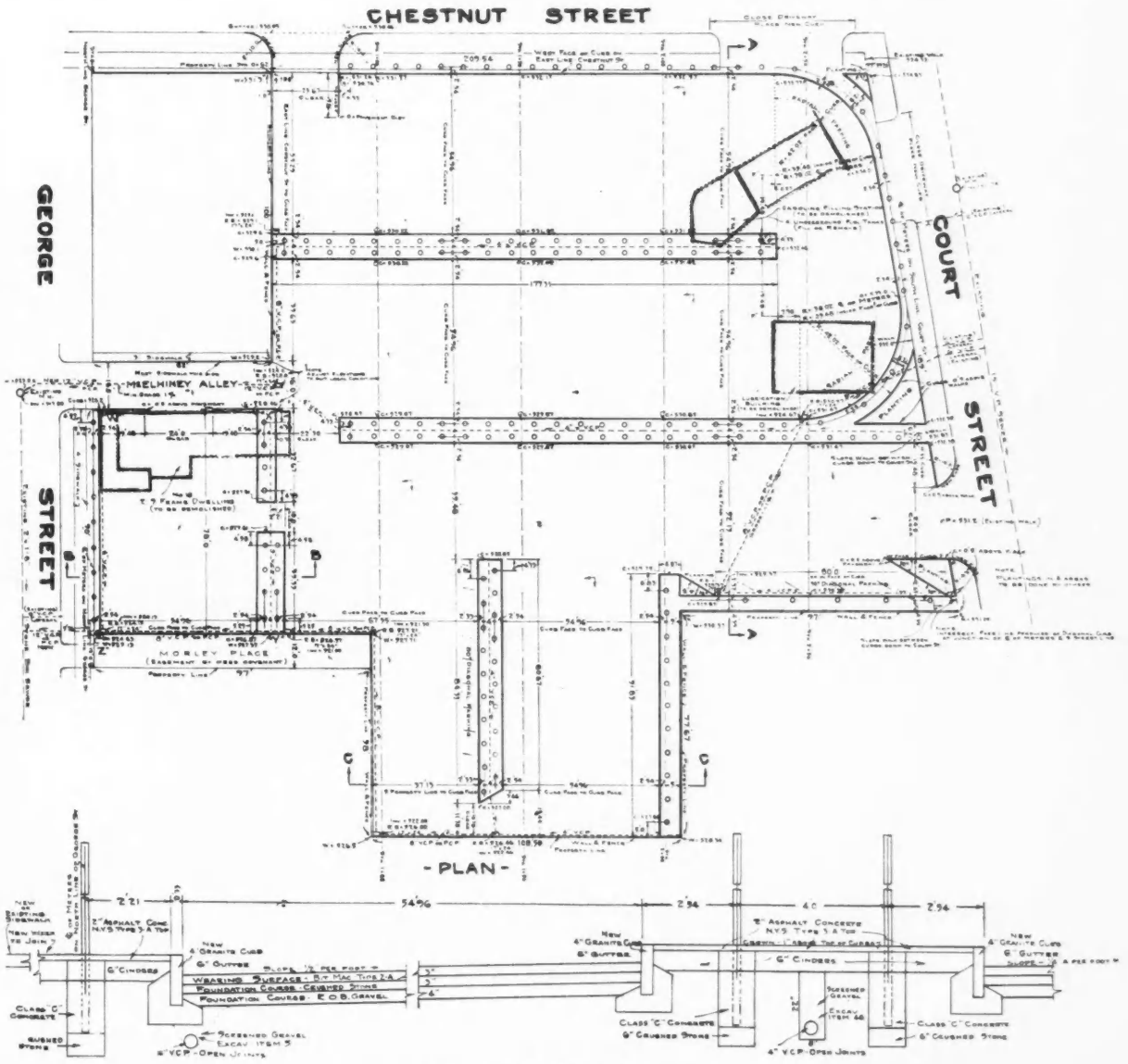

Figure 2. Details of lot # 9.

(Continued on Page 4)

ROCHESTER'S PARKING PROGRAM

(*Continued from Page 3*)

Construction Details

Rochester has set a pattern of excellence in the construction of their parking lots. Lot # 9, for example, is entirely hard-surfaced with 10" paving, consisting of 4" of gravel foundation course, 3" of crushed stone, and 3" bituminous macadam, type 2-A, wearing surface with adequate sub-drainage. Parking bays are bounded by 4" granite curbs set in concrete with a 6" reveal. As all lots are metered, a 9 foot asphalt paved walkway between bays provides for meter space 2.5 feet back of the curb, as well as for a 4 foot central walk. This is not only a convenience for the driver in reaching the street, but makes for quick and easy police inspection of the meters. (See Figure 1) Standard width between curbs for two tiers of cars is 55 feet, with an additional width of 2.5 feet at each curb for bumper overhang. Interior boundaries of the lot are enclosed with a 6 foot chain link fence. Concrete retaining walls take up grade differences at the property line. Lots are well lighted with street type illumination.

The angle of parking has been varied depending on the lot limitations, but in most cases 90 degree parking is used with 8 foot stall widths. The Chestnut Street lot accommodates 169 cars and contains an area of 56,450 square feet, or about 330 square feet per car. (See Figures 2 and 3)

Development costs on the nine lots now in operation have averaged $118.50 per car space, exclusive of land and parking meters.

Operation

Economy of operation is an attractive feature of the Rochester lots. In effect, they are extensions of the city streets. Construction is handled by the City Engineering Department. The lots are maintained by the Department of Public Works. Policing and parking violations are handled by the Police Department as part of its regular routine. Meter collection is done by the Bureau of Traffic Engineering. There are no attendants at the lots other than those mentioned, which makes them, virtually, self-operating. This arrangement has, to a large extent, dictated the open treatment of the lots and use of fencing on the interior boundaries.

Revenues from the lots have been very encouraging. Below is a brief summary of the revenue from each lot. Comparison among the lots on an income basis is not possible as both rates and time vary. Revenues are returned to the general fund.

Parking Meter Revenue

Lot	1.	$1.00	per	meter	per week
"	2.	1.75	"	"	"
"	3.	3.35	"	"	"
"	4.	2.00	"	"	"
"	5.	2.25	"	"	"
"	6.	.80	"	"	"
"	7.	1.50	"	"	"
"	8.	No average yet established			
"	9.	"	"	"	"

Not every city will find itself in the fortunate position of Rochester regarding the location and availability of tax delinquent property for parking purposes. More important, however, is the positive progress being made toward providing well designed, permanent facilities on a self-sustaining and economical basis.

Acknowledgement is made to William Pitkin, Superintendent of Parks, Rochester, for assistance in securing the above material.

Schedule of Rochester Parking Lots

Station No.	Location	Date Station Opened	Classification	No. Meters	Area (Approx.) Sq. Ft.	Length Stall	Width Stall	Angle Stall	Type of Meters	Rates	Average Weekly Collections
1.	South Ave.	5-6-47	B	43	15,000	13.4	7.5	30	Park-O-Meter Automatic	2 hrs.—1 nickel 10 hrs.—1 quarter	$ 42.95
2.	Clinton Ave. North	5-27-47	A	40	12,000	17.4	8.0	90	" " "	1 hr.—1 nickel 5 hrs.—1 quarter	74.53
3.	Chestnut & Temple	6-23-47	A	62	19,689	17.1	8.0	60	" " "	1 hr.—1 nickel 5 hrs.—1 quarter 10 hrs.—2 quarters	208.24
4.	Plymouth Ave. N.	8-12-47	G	38	13,300	17.4 16.4	8.0	90 50	" " "	1 hr.—1 nickel 10 hrs.—1 quarter	75.64
5.	Broadway	6-25-48	G	48	13,000	17.4	8.0	90	" " "	1 hr.—1 nickel 10 hrs.—1 quarter	107.68
6.	Ajax & Court	8-4-48	F	10	3,301	17.4	8.0	90	" " "	15 min.—1 cent 30 min.—2 cents 1 hr.—1 nickel	8.24
7.	Front St.	10-22-48	E	38	13,287	17.4 16.4	8.0	90 50	" " "	30 min.—1 nickel 60 min.—2 nickels 90 min.—3 nickels 120 min.—4 nickels	57.96
8.	University Ave.	5-11-49	A	53	19,932	17.4	8.0	90		Same as Lot # 3	No Average to Date
9.	Court & Chestnut	7-21-49	A	169	56,450	17.4	8.0	90 30	" " "	"	"

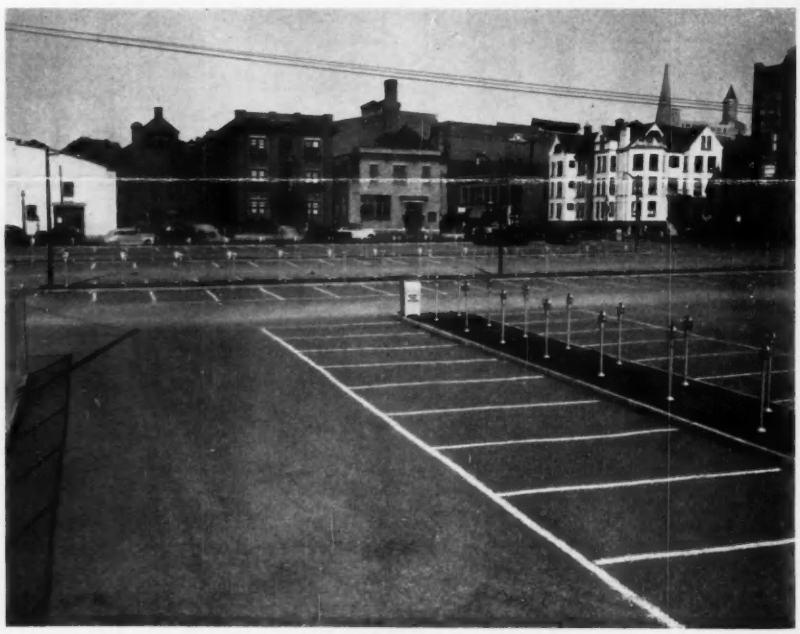

Figure 3.